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Hongkong, 5th September, 1906. [30]

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The Daily Press.

HONGKONG, SEPTEMBER 20TH, 1906.

To those who can recall the opposition which was raised by the Chinese to the idea of introducing railways into their country, when the question was first mooted, the progress which has been actually made in this direction must appear something astonishing. In this, as in many other kindred matters, China, in former times took up the attitude of "the everlasting no". The difficulties were declared to be insuperable. China was one vast graveyard. The "Feng Shui" could not be disturbed without danger of a general rising of the outraged populace. These and the like obstacles were habitually brought to the front whenever the subject was mooted, until at last even the most progressive, even among Europeans, began to despair of its being even possible for China to adopt so great a change as would be brought about by the introduction of the steam-horse. Sceptical people looked upon these objections as mere excuses for inaction; but it must be confessed that there was more in them than those who were unable to fully appreciate Chinese ideas on the subject were inclined to admit. The difficulties spoken of really did exist, and to the Chinese mind, they may have appeared insuperable. The superstition of the masses, their dislike of change, the likelihood of their rising if local carrying interests were interfered with; the degree to which railways would necessarily interfere with the levy of barrier dues, were all matters which the Chinese Officials could not be expected to overlook, and it was consequently not surprising that the

demands for the introduction of railways were repeatedly met by a reply of "non possumus", especially as the Chinese were unable to realise the advantages both economical and political which improved intercommunication would be certain to produce. By degrees, however, all these difficulties have as a matter of fact been overcome; and a railway in China is now regarded as nothing more noteworthy than one in Europe or in the United States. This state of things is looked upon in the present day almost as a matter of course, though the change which the fact indicates in China is well worthy of consideration. It is certainly an encouraging indication that, though China may move slowly, still she is not actually at a standstill; and that much may be effected by time which can be accomplished in no other way; experience shows that it is of very little use to attempt to rush things in the Celestial Empire. In most instances where this has been done, the result before long has been disappointment. But it is an equal mistake to abandon a project in China because at a given moment it seems or even is an impossibility. The Chinese official is usually so conservative that he makes no allowance for possible change. His belief is that as China is, so she will continue for all time—and the bare fact that any given movement is a new departure, is sufficient to make it appear an apparent impossibility to his conservative mind. Time, however, brings about changes in national feeling and in economical conditions which no amount of conservative philosophising can arrest. It thus happens that what was quite impossible at one time is found after all to be comparatively easy of accomplishment at a later period. This has certainly been the case with respect to the introduction of railways, and the same principle may be expected to be found at work as to other matters. The same considerations are applicable to the Telegraph, which is now so largely used both by the commercial and official classes in China as to the Railway. In the former instance, the practical advantages were too obvious for so shrewd a people as the Chinese to fail to recognise them. Long before there was any idea of introducing telegraph into China itself, the Chinese merchants availed themselves of the "wire talker" which was supplied by the coast and ocean cables as they were laid down—and they thus became familiar with an appliance which, in its nature was more likely to appeal to their superstitions and become an object of opposition than many other innovations which have been opposed on the grounds of their being likely to disturb the Feng Shui. The slight opposition that was at any time offered to the Telegraph may be explained by the fact that its utility had been discovered practically, before it was discussed theoretically. There was no questioning the advantage to be gained by instantaneous means of conveying information; and, before the practical end to be thus attained superstitious opposition soon gave way. The great thing in introducing any change into China is to make it clear that it will be to her benefit. This point once reached, opposition that would otherwise be insurmountable begins to give way. How far this is the case is illustrated not inaptly by what occurred in connection with the section of the Canton-Kowloon railway which was a short time back commenced, and which is referred to by H.E. the Governor, in his annual Report upon this Colony for the year 1905. He there says that "the negotiations and clerical work involved in the resumption of the large number of small "padi" fields required before construction could be started, was expeditiously carried out by Mr. C. CLEMENTI, the assistant land officer, and the first sod was turned on December 9th," and he pointedly adds: "The decision to use labour supplied by the elders of the surrounding villages for the earthwork, was found, as had been anticipated, to obviate local difficulties arising from removal of graves, "Feng Shui" difficulties, prejudices, &c." This, on a small scale, is a fair enunciation of what, on a larger scale, has been going on in China in various directions. Let the Chinese see that a given change will be to their advantage, and difficulties will speedily disappear. The lesson is not perhaps a very elevating one, but it is, after all, one which practical men cannot afford altogether to overlook. If local opposition can be overcome by giving some legitimate advantage to those who are likely to raise it in respect to a matter which in itself is for the general good, there is no valid reason against adopting such a course. This fact has often been overlooked in respect to the changes which it has been

proposed to introduce into China. It has been assumed too much that the only thing to be done was to gain the assent of the Imperial Authorities, and that mere local opposition would then be at an end. Experience, however, proves that this is often beginning at the wrong end, and that it is worth while to ascertain how not only local officials but also the people on the spot will be affected, and if possible to get them on the right side. The main objection to most changes in China is really that the Chinese fail to see any benefit to be got from them. By degrees they have found this out with respect to railways—a great stride for them to have made when the prejudice which existed in old days is remembered; and it may be expected that opposition in regard to other reforms will be removed in proportion as the material benefit from them becomes more generally appreciated.

Ireland is again suffering by a potato famine, heavy rains having blighted the crops.

The Hongkong, Canton and Macao Steamboat Co. put the *Honan* on the Macao run yesterday.

The Rev. G. E. Moule, missionary bishop of mid-China, is retiring after fifty years of work in this mission field.

We have received literature dealing with a movement to erect at Vienna a monument to Andrew Holof, the hero of science and art. The committee is a very influential one.

It is notified that the Secretary of the Arts and Crafts Exhibition will be in the City Hall on Mondays, Wednesdays and Fridays from 2.30 to 5 p.m. to answer any enquiries in connection with the exhibition.

A magistrate at Willesden Police Court had two Japanese before him last month, charged with drunkenness. He was very much surprised, "as drunkenness was practically unknown in their own country." That was one result of reading globetrotter books.

The steamer *Glenhellen* on coming into port yesterday from the South reported that a Chinese deck passenger fell overboard on the 15th Sep. and was lost. A life buoy was thrown to the man when he was near the ship's side, but he failed to catch it. The steamer was stopped and a boat lowered into the water and a search was made for over an hour but to no effect.

A message was delivered at the American Consulate at six o'clock p.m. yesterday from the Manila Observatory, which said: Typhoon off in the Pacific E. N. E. of Manila moving probably to W. N. W. Another Typhoon Warning dated Manila Observatory, 10 o'clock a.m. September 19th, said: Cyclone has crossed Luzon near Parallel 17 direction given.

According to a Peking dispatch the question of abolishing the queue and the change of costume into the Western style has not been touched upon at all during the deliberations of the Royal Commission under the Presidency of Prince Chun. The discussion of this has therefore been adjourned *sine die* and will not come up until some important crisis occurs in the future.

Cement continues to be shipped in large quantities for San Francisco. The amount shipped by the Osaka, Kitagawa, and Chuo cement works in Osaka exceeds 400,000 barrels and it is estimated that 600,000 more barrels will be required for the Pacific coast. The Osaka Cement Company is extending its works with the object of attaining annual output of about 250,000 barrels, and at present the works are in operation night and day.

A Rauer telegram from Victoria, B.C., dated August 22, says:—"The lifeboat of the steamer Valencia, which was wrecked near Cape Beale, Vancouver Island, on January 22, involving the loss of over a hundred lives, has been discovered practically uninjured, together with eight skeletons, in a large cave near the scene of the wreck. The cave is a perfect mantrap, escape from it being impossible in rough weather. The skeletons were buried beneath tons of rubbish."

The Earl of Leven and Melville, K.T., died at Glenferne-house, near Forres, on Aug. 21st. He was a representative Scottish peer and Lord High Commissioner of the Church of Scotland from 1898 to 1905. He was well known in the City, being for many years a partner in the Anglo-American house of McCullough and Co., and then head of Melville, Evans and Co., which, in 1890, became Melville, Fieku and Co. He was for many years a director of the Bank of England, as also of the Peninsular and Oriental Steam Navigation Company down to his death.

The War Office has decided to supply the Artillery Company of the S.V.C. with four 15-pounder quick-firing guns, in place of their present antiquated weapons. The thanks of the community are due, says the *N.C. Daily News*, to the late Commander of the British troops in South China for the energetic steps he took to obtain this welcome addition to our local defences. The 9-pounder Armstrongs at present in use arrived in Shanghai in February, 1886, and even then were obsolete weapons; in fact it has been said that only eight guns of this type were ever made. One Inspecting Officer after another has commented on the antiquity of these guns. In 1897 they were described as worn. Last year Major-General Hatton considered the Artillery were deserving of a better weapon, and this year he again referred to the guns in his inspection report.

The *N.C. Daily News* correspondent at Foochow writes that the severest typhoon of the season and in fact the most violent that had been experienced for several years, raged over that section of the country during August 28, 29 and 30. The wind was very strong and the rainfall heavy. The Min river at the bridge rose higher than at any time during the year. Some of the large stones were washed away and a number of small native boats broke loose and were dashed to pieces against the bridge and rocks. A number of persons were drowned. Many of the foreign houses suffered considerably. Some of the windows of the American Consulate were blown in. Many of the beautiful trees in the Settlement were nearly ruined. At Kuliang, the summer resort, but few of the cottages escaped unharmed. The roofs of many were partially blown off and occupants were obliged to escape and find shelter with their more fortunate neighbours. None of the foreigners were killed or injured. Some few had a very narrow escape.

The wreck of the *Montague* on Lundy Island formed the subject of a naval court-martial, which lasted for several days. According to the decision announced on August 29th, Captain Adair, commanding officer, and Lieutenant Davison, the navigator, were found guilty of having negligently and by default hazarded, stranded, and lost the vessel, and were sentenced, the former to be severely reprimanded, to be dismissed his ship, and to lose two years' seniority as Lieutenant in the Fleet. The *Montague*, it appeared, had been manoeuvring in a thick fog between Lundy Island and Scilly, testing the wireless apparatus, a business which necessitated frequent stoppages and alterations of speed and course, with the consequence that, in the thick fog which prevailed, accurate reckoning of her whereabouts was lost. At the time she struck she should, by the navigator's calculations, have been less than nine miles from the Shattock Rock, on which she was wrecked.

Admiral William Everard Alphonso Gordon, C.B., died on Aug. 19th at Eastbourne, aged 88. He was the son of Mr. Alexander Gordon of Ellon, Aberdeenshire, and entered the Royal Navy on April 29, 1837, and retired as captain in 1868. During his 33 years in the Navy he saw a considerable amount of service in various parts of the world. In 1832 he was employed on shore in Jamaica during the insurrection there, and in 1841, as mate of the Cambridge, he was present at the blockade of Alexandria. In 1847 he commanded the boats of the Inflexible during the suppression of the rebellion at Wangnau in New Zealand, and he took part in the destruction of piratical junks at Hongkong in the following year. He also served during the Kaffir war of 1852-53, and in the Crimean he commanded the Sanspareil at the bombardment of Sebastopol, and was variously employed throughout the siege, receiving the Crimean and Turkish medals, and the Fifth Class Medjidieh, together with the knighthood of the Legion of Honour. Since his retirement Admiral Gordon had resided at Eastbourne.

THE HONGKONG FOOTBALL CLUB.

The twentieth annual report of the committee, for the season ended 31st August, 1906, to be presented to the general meeting of members on 24th September, includes the following information:—

Forty new members have been added to the list of membership since the last report.

During the season fourteen Rugby and thirty Association Matches were played, the results of which are shown in the following statement:—Rugby won 12; lost 2; points for 163; points against 71; Association won 8; lost 4; drawn 4; goals for 13; goals against 19; Association "A" won 6; lost 4; drawn 2; goals for 12; goals against 14.

The Six-a-side Challenge Cup, for which six teams competed, was won by Mr. P. K. Kreyett's team.

In the Association Shield Competition, for which eleven teams entered, the Club drew a bye in the first round, in the second round beat the Army Staff by three goals to one, in the semi-final beat the Y. M. C. A. by three goals to two, but were beaten in the final by the H.M.S. *Diadem* by two goals to nil.

For good play during the season Rugby Caps were awarded to Messrs. A. O. Lang, A. R. Hanney, E. Z. F. C. Hall, and R. M. Ranking, R.A.M.C., and Association Badges to Messrs. G. E. Morell and E. Humphreys.

The twelfth Annual Dinner at the Hongkong Hotel on 21st April, was attended by 30 members.

The Treasurer's accounts show a balance of \$56,14 to the credit of the Club and a deficit of \$65,80 on the working of the Hongkong Football Challenge Shield.

The Club now consists of 322 members.

RUSSO-CHINESE BANK.

The Directors' report for 1905 reached yesterday. We extract the following:—The total profit for the year, deducting all expenses as well as interest due, and after reserving for doubtful debts, amounts to Rbl. 7,449,216.11. Out of this sum the Board think it advisable to reserve Rbl. 1,500,000.—and to transfer this amount to the Special Fund as a provision for eventual losses, partly in San Francisco in connection with the last catastrophe.

The Board of Directors also propose to pay a dividend of 10 per cent. and to transfer Rbl. 53,058.54, to the ordinary Reserve Funds Rbl. 1,148,648.03 to Pension, amortization and other Funds, leaving a surplus of Rbl. 2,035,109.54 which the Board proposes to apply to the Extra-ordinary Reserve.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

RAILWAY ACCIDENT IN AMERICA.

LONDON, September 19th. A train fell through the bridge of the Cimarron River at Oklahoma.

Ninety-five passengers were drowned.

RUSSIAN MASSACRES PORTENDING.

LONDON, September 19th. A pogrom is preparing in Odessa.

DESTRUCTIVE FIRE IN FRANCE.

LONDON, September 19th. A destructive fire covering 10,000 acres has occurred in the Department of Var, in France.

[Var is a maritime department in S.E. France largely interested in the silk industry, which will presumably be disturbed.]

[REUTERS' SERVICE.]

THE CUBAN INSURRECTION.

LONDON, September 17th. After consultation with the insurgent leaders, the Government has announced an indefinite suspension of hostilities, with the object of making peace before the arrival of Mr. Taft, or the intervention of the United States.

SENSATIONAL ARREST OF COINERS.

LONDON, September 17th. A sensation has been caused in Paris by the arrest of fifty-five of a gang of counterfeit coiners. The correspondence which has been seized shows that the gang had confederates in Germany, Great-Britain and Spain, and that preparations had been made to operate in Chicago and Argentine. It is believed that well-known families are implicated.

[N.C. Daily News Service.]

FROM LEGATION TO EMBASSY.

TOKYO, September 14th. It is reported that the Russian Government will promote M. Bakhtini to the rank of Ambassador in Tokyo.

THE OPENING OF MANCHURIA.

TOKYO, September 14th. The papers continue to complain of the slowness with which things are moving in North Manchuria in contradistinction to the promptitude shown by the Japanese in the South.

VICEROY SHIUM AND HIS SUCCESSOR.

We extract the following from some comments in the *N.C. Daily News*:—

The fatal lack of such personal endowment of broad mind, moral strength, and knowledge of foreigners, has made disastrous the administration, begun three years ago with such high hopes, of Viceroy Tsui at Canton. In the far west Viceroy Tsui earned a reputation for firmness of rule which failed of fulfillment when put to the larger test at Canton. His statesmanship has been found to consist of blind opposition to foreign influences; his courage and energy, which were expected to make short work of the troublesome trouble in the Southwest, resolved themselves into spasmodic outbreaks not free from a crasse barbarity, and his want of business acumen has been revealed in the mismanagement of the affairs of the Canton-Hankow Railway. In Yunnan and Kuichow to which he has been relegated Viceroy Tsui will find himself amid more congenial surroundings and, it may be, will recover some of his lost reputation, for his natural abilities have never been questioned. It is not without significance that his sons are being educated abroad. Viceroy Chou Fai succeeds him at Canton. His statesmanship has been found to consist of blind opposition to foreign influences; his courage and energy, which were expected to make short work of the troublesome trouble in the Southwest, resolved themselves into spasmodic outbreaks not free from a crasse barbarity, and his want of business acumen has been revealed in the mismanagement of the affairs of the Canton-Hankow Railway. In Yunnan and Kuichow to which he has been relegated Viceroy Tsui will find himself amid more congenial surroundings and, it may be, will recover some of his lost reputation, for his natural abilities have never been questioned. It is not without significance that his sons are being educated abroad. Viceroy Chou Fai succeeds him at Canton. His statesmanship has been found to consist of blind opposition to foreign influences; his courage and energy, which were expected to make short work of the troublesome trouble in the Southwest, resolved themselves into spasmodic outbreaks not free from a crasse barbarity, and his want of business acumen has been revealed in the mismanagement of the affairs of the Canton-Hankow Railway. In Yunnan and Kuichow to which he has been relegated Viceroy Tsui will find himself amid more congenial surroundings and, it may be, will recover some of his lost reputation, for his natural abilities have never been questioned. It is not without significance that his sons are being educated abroad. Viceroy Chou Fai succeeds him at Canton. His statesmanship has been found to consist of blind opposition to foreign influences; his courage and energy, which were expected to make short work of the troublesome trouble in the Southwest, resolved themselves into spasmodic outbreaks not free from a crasse barbarity, and his want of business acumen has been revealed in the mismanagement of the affairs of the Canton-Hankow Railway. In Yunnan and Kuichow to which he has been relegated Viceroy Tsui will find himself amid more congenial surroundings and, it may be, will recover some of his lost reputation, for his natural abilities have never been questioned. It is not without significance that his sons are being educated abroad. Viceroy Chou Fai succeeds him at Canton. His statesmanship has been found to consist of blind opposition to foreign influences; his courage and energy, which were

LOOTERS.

Like other parts of the city, there were many natives who attempted to profit by the misfortunes of others and as many as 23 Chinamen were brought before the magistrate and convicted of looting, a fine of \$25 being imposed in each case.

The roof of the palatial building of the Hongkong and Shanghai Bank was damaged, and the Roman Cathedral suffered in a like manner.

ANOTHER TALE OF DISASTER.

Westwards was heard the same story, that nothing like a complete record of the effects of that terrible visitation could ever be compiled. On every hand there were the same evidences of a heavy death toll and extensive destruction of property, a sad story but fortunately relieved with tales of heroism and self-sacrifice. No fewer than 80 junks were reported lost, and that only about 20 persons perished shows how effective was the assistance rendered from the shore. Over 100 men, women and children were taken off junks and sampans, the Europeans and natives proving themselves very skilful in throwing lines to the drowning mariners. In fact many of them were lassoed.

Three junks were wrecked, one being blown into a house.

Two godowns in Kennedytown went down like houses of cards, wharves were destroyed, and the flooding of the godowns caused great damage to the goods stored therein, especially the sugar. Lamps were blown down and in some instances the force of the wind carried them into the air and deposited them some distance away. The search light houses were also destroyed, one huge steel structure being lifted right off its brick foundations and carried into Collinson Street. The Berlin Foundry House in Bonham Road was greatly damaged and the roof of the German Church adjoining has been partly stripped. A strong gust forced open the large front door and swept through the chapel, breaking windows and furniture. The crane for the reclamation work was deposited near the cattle wharf and at the junction of Cadogan Street and the Praya part of the wall disappeared. Pokfulam Road, Hospital Road and Chater Street were blocked with fallen trees.

KOWLOON.

After the calm there was ample opportunity to study the havoc wrought by the storm. Of this we gave a fairly comprehensive account in our previous issue. Yesterday was devoted to the work of clearing the wreckage and attempting to recover the bodies of the drowned and those who were killed by being crushed between the broken timbers. In this work the military were engaged, about 20 of the West Kents taking up various duties on the Kowloon side. The police basin was almost cleared yesterday. Over 20 bodies were found floating towards the shore and were recovered.

The Godown Company's premises were being cleared yesterday and though the loss sustained by the company is enormous it is comforting to learn that the piles and standards of most of the wharves remain, so that they should be repaired in a comparatively short time.

The Dock Company, with the exception of the loss of the launches already indicated, has escaped remarkably well and is doubtless in a good position to undertake the vast amount of work which should now come to it.

The V.R.C. property has been entirely destroyed, the loss amounting to \$10,000, while the Boat Club has had a similar experience and suffered damage to the extent of \$5,000.

All the military marts in Kowloon have been razed and the loss to the War Department is estimated at \$80,000.

Blackhead's godowns were badly damaged, walls being blown in.

The railway marts were destroyed and the coolies are without shelter. The Europeans' quarters were badly damaged.

The soldiers encamped on Kowloon hills had their tents blown away and were in dire straits for a time.

At Shatin the Police Station has been demolished, while the beach has been covered with the remnants of broken junks and sampans and even steam launches.

The Water Police had an arduous day on Tuesday. They saved about 120 people by means of throwing lines and rendered first aid to the injured. Yesterday they had the melancholy duty of clearing the wreckage and picking up the corpses. Among the number was the body of two Europeans which were disfigured beyond recognition.

Fully 100 junks were reported missing and reports are still coming in.

There was a good deal of looting by natives on Tuesday night, 36 cases from Kowloon coming before the magistrates yesterday.

The beach at Mongkok is strewn for miles with silk and valuable cargoes, to guard which a special patrol of police has been set. Many pieces of valuable blackwood furniture were picked up on the shore. Bodies are being washed ashore in a horrible condition, heads and disembowelled.

The wreckage in the harbour is dangerous to navigation. All kinds of cargo is floating on the surface, and the pungent odour of kerosene indicated the fate of several junks.

YAUATI.

There were witnessed similar scenes of desolation, the beach strewn with wreckage, and boats of all kinds lifted bodily on to the Praya. Although there are 228 native craft smashed, together with two launches, the loss of life from drowning was not so great here as elsewhere. This was largely due to the efforts of the police who dragged the people from their sampans when the danger became imminent. The terror-stricken men and women were determined to stick to their boats as long as the planks would hold together. This was folly in the face of such a gale and while it was not a pleasant task the duty performed by the police was absolutely necessary if any regard was to be

paid to the safety of the population. Yet spite of this 32 persons were reported drowned.

Over 30 houses collapsed in Yauati and about 200 people were entombed. Only three bodies have been recovered.

The streets were flooded and considerable assistance had to be rendered to the sufferers.

TAIPO.

Communication has not yet been established with Taipo and information is anxiously awaited.

THE "PERSEVERANCE'S" EXPERIENCES.

The "Perseverance" left here for Macao at 7 o'clock on Tuesday morning, there being no anticipation of the terrible experiences that were to follow. About 10 o'clock stress of weather induced the captain to put in at Chung Chow where the 12 passengers were put ashore. Then he resumed the journey to Macao but he had not proceeded very far before he saw the necessity of putting about and returning to Chung Chow. Here the vessel came too close and was soon smashed up, all the crew of 21 with the exception of the engineer being drowned. The latter equipped himself with a lifebuoy and was landed at Pokfulam at 11 o'clock.

THE "SCANDIA'S" EXPERIENCES.

This vessel of the Hamburg-American Line, brought to Hongkong 12 Chinese who had been rescued at various points on the journey from Shanghai. Captain Von Dohren reports having to leave to once or twice when the force of the hurricane was experienced. On Tuesday afternoon two wrecked junks were discovered near Pedro Blanca. A man was seen clinging to one making signals for assistance. It was the "Scandia" here to and a lifeboat with the chief officer and four men went to his rescue. After he had been taken on board he said that he was the only survivor out of a crew of 26. Wreckage was constantly passed and nine capsized junks were noted. About an hour and a half later another wrecked junk with several people on board was discovered. On approaching and sending off a boat to it, five men were taken off, nearly naked and very much bruised. They reported that 12 of their companions had been drowned. A little later signals attracted their attention to another junk, from which six men were rescued, all being brought to Hongkong.

HIS MAJESTY'S SHIPS REPORTED DROWNED.

Practically every ship in the harbour during the storm was more or less damaged. Harbour Department property, however, escaped with trifling injury. Perhaps the most serious thing that happened was the new fairway buoys turning turtle, and the only way this can be accounted for is that the buoys must have been collided with. The launches "Lily" and "Hilda" were also slightly damaged, but the cost of repairing them will be trifling.

RESCUING SURVIVORS.

The Customs cruiser "Kwai-tan" rescued 19 people near Castle Peak on Tuesday, and brought another 33 into port yesterday.

THE STORM AT CASTLE PEAK.

At about one p.m. on Tuesday the typhoon struck Canton, and considerable damage is said to be done to the native craft. The riversteamers, however, came through the ordeal unscathed.

The European picked up by the "Sudo-Maru" was Mr. W. S. Parsons, a Hongkong pilot, who had gone outside in a sampan to bring in the "Pioneer" who has been brought to Hongkong that the Bishop was in fact on his houseboat when disaster overtook her, and when last seen by the man referred to the Bishop was in the water. Bishop Hoare was known to be a strong swimmer. Hope was entertained that he had reached land and was unable to send word to the Colony owing to the interruption of communications. On the other hand it was considered possible that the Bishop might have lost his life in an endeavour to save the lives of some of those who were with him. Mr. Hoare, accompanied by the Rev. Mr. Bunbury, yesterday went out in the launch "Victoria," kindly placed at their disposal by the Harbour Master, to search for the Bishop and his companions but returned without success.

From later information to hand it appears that when the "Pioneer" capsized the cabin parted from the hull. Two of the crew clinging to the former, while some of the others, including the Bishop, were left clinging to the hull. The heavy seas soon separated the pieces of the frail craft, and the hull is said to have sunk. Then the Bishop is believed to have lashed himself to a mast, and it is stated that this mast was afterwards found by a fisherman with the lifeless body of the prelate attached. The cabin of the vessel was washed ashore on the mainland and the two sailors who clung to it got ashore, and after recovering their strength made their way to Laichikok, and thence to Hongkong in a launch. Last evening the Government launch "Victoria," in charge of Mr. M. McIver returned to port, having found the remains of the "Pioneer" at Pirates Bay. The dead body of a Chinese student was found, but we are sorry to relate the search for the Bishop was without avail.

A MISSING FAMILY.

It is feared that Mr. and Mrs. W. F. Donaldson and family, well known locally, have foundered in the river boat "Kongtum." The vessel was lying in Yauati Bay, and the family were on board when the storm burst.

According to accounts of friends native sources, when the vessel went down Europeans were seen on board. Another story is that when the boat was breaking up the family pushed off in a sampan, which was capsized, and all hands went under. The body of one of the children was recovered. The body of one of the children was recovered.

FROM THE SHIPPING OFFICER.

Messrs. Butterfield and Swire lost seven blue funnelled lighters, a launch, and one of their launches.

One or two junks have disappeared but most of the plant is intact. The European staff worked very hard rescuing their sampan boats, picked up 22 people.

A SIMILAR REPORT COMES FROM MESSRS. ARNOLD, KIRKBERG AND CO.

The "S.P. Hitchcock" is reported to have suffered some damage.

Messrs. Dowell and Company were very fortunate. All the boats of the Water Boat Company are safe and none of the firm's launches have been damaged. The "Strathmore," which recently had a mishap with the "Sexta," dropped her moorings and ran into the "Quinta."

The "Pawtucket," lying off West Point, took 13 people off a drifting lighter that came alongside. The "Woolwich" has been docked, while the "Pleides" rode through the storm safely. The "Tal Ye," one of the water boats, picked up 22 people.

CAPTAIN MEADE STILL MISSING.

There were not, as previously reported, any passengers on the s.s. "Keung Chow" when she founded. When the vessel arrived from Canton on the previous evening they all landed, and only the crew were on board when she was struck by the typhoon. Captain Meade and Mr. Morgan, the third engineer, are still missing, and it is feared they have been drowned. The crew were saved. It is believed that the vessel went down through the cargo hold doors being burst open. She can, however, be raised.

THE "POONA'S" GOOD WORK.

The P. and O. Company have been fortunate in escaping lightly from the ravages of the gale. Two of their lighters have been sunk and another three damaged. The "Poona" escaped with slightly dented bulwarks, caused by the "Petrich" swinging round by the stern. Her captain and crew are to be complimented on their exertions to rescue the distressed. Through their energy the Chief Officer of the s.s. "Hongkong," Mr. F. Davis, and ten of the crew of that disabled vessel were saved. Before they could rescue the captain and chief engineer, however, they sank from exhaustion. The crew, who were all more or less exhausted, were taken into the saloon where the ship's doctor restored them.

MESSAGERS MARITIME CRAFT.

The Messagers Maritimes Company are anxious concerning the fate of their steamer "Oceania" which left for Shanghai just before the typhoon. The s.s. "Polyester," which was run into by the "Fathian," was not seriously damaged, and left on her outward voyage yesterday afternoon. The Canton river steamer "Charles Hardouin," was considerably damaged above the waterline; otherwise she is believed to be sound. Her Chinese purser, who attempted to jump on to the wharf as the vessel was making for the open, was washed overboard.

FOUR POLICE BOATS DESTROYED.

While engaged in the work of rescue, two white police launches and two pinnaces were wrecked. In each case the crews were saved. The No. 2 launch went down at Castle Peak but Inspector Korr and his crew were rescued by a customs cruiser and brought to Hongkong. Near the Police pier at Yauati the steam launch "Kwong Kai" went under, but eight out of nine of her crew succeeded in reaching the shore.

HARBOUR DEPARTMENT DAMAGE.

Practically every ship in the harbour during the storm was more or less damaged. Harbour Department property, however, escaped with trifling injury. Perhaps the most serious thing that happened was the new fairway buoys turning turtle, and the only way this can be accounted for is that the buoys must have been collided with. The launches "Lily" and "Hilda" were also slightly damaged, but the cost of repairing them will be trifling.

EXPERIENCE OF THE "PETRACH."

When they realised the full extent of the typhoon which had practically caught them napping, the crew of the "Petrach" were promptly at their posts, and the first thing they knew was that the German steamer "Emma Lytton" had run aground on their bows, and was bumping heavily against them. It took the seamen about half an hour to separate their respective vessels, and then, in spite of all that could be done to prevent it, the stern of the "Petrach" ran into the bows of the "Monteagle," after which the vessel drifted ashore. There were no lives lost, but the "Petrach" is leaking badly and her decks are badly damaged.

SEETON DEMOLISHED.

"Seeton" the pleasure resort on the mainland beyond Laichikok, which has been visited during the summer months by numerous residents of the Colony, has been completely demolished. All the buildings, the pier and the houseboats have been smashed to matchwood, the farm and orchard is a complete wreck and thousands of dollars have been lost by the enterprise management.

A SANITARY INSTITUTION FOUNDERS.

Among the first of the many boats which founders were the thirty-two junks of the scavenging contractor used for conveying refuse from the city. Until other vessels can be procured a new depot will have to be provided on the outskirts and the rubbish burnt. The Sanitary Staff is kept busy in cleaning up the streets, and 200 extra coolies have been engaged to expedite matters.

"WINGCHAI" A TOTAL WRECK.

Enquiries at the offices of the Sun Wang Co. elicited the information that the "Wingchai" was a total wreck, and that out of the 200 passengers some 20 or 30 were drowned. When the vessel took the rocks in front of the lime kilns at Samshuiho a panic occurred aboard and the officers were powerless in their efforts to maintain order. The heavy fog which prevailed coupled with the blinding rain falling and the heavy sea running made the confusion worse, and as soon as they saw the rocks alongside the vessel many passengers leapt on to it, only to slip or be carried seawards by the rush of waters. The Chief Officer, Mr. Brown, whose

name was given to the vessel, was a man of great energy and determination, and he was able to stem the tide of panic which followed his arrival on board.

The British str. "Kwai-chow" reports: Fine clear weather, N.E. winds and smooth sea to

Swatow. On the morning of the 16th, from 1 to 6 a.m., experienced furious typhoon to E.S.E. of Pedro Blanca. At 3:45 a.m. centre of typhoon passed nearly over ship. Sustained no damage. Lowest barometer reading 3:50 a.m. 29.15. From 4 to 5 p.m. stopped three times to rescue fishermen and families in vicinity of Ningpo. Rescued 26 persons. Sea literally strewn with wreckage in every direction.

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THE FATE OF THE "HEUNGSHAN".

The Hongkong and Macao Steamship Co.'s steamer "Heungshau" is on the rocks at Sawchan. From one of the passengers, Mr. Jose da Silva, we learn that for an hour after leaving Macao on Tuesday morning there were no indications of bad weather, but when half-way to Hongkong a strong gale sprang up very suddenly, and the sea ran high. The ship rolled in a manner which was terrifying to the passengers, upwards of 500 being on board. Captain Morrison tried to keep the ship's head to the wind, but his efforts were unavailing. Waves in quick succession swept the deck from stem to stern, smashing glass and woodwork, and eventually the engine room was flooded and the fires extinguished. The ship was then absolutely at the mercy of the waves which were running amazingly high. It was about one o'clock when she was tossed on the rocks at Sawchan.

The Captain then caused all on board to be

dredged. Out of a fleet of 60 lighters only four could be discovered yesterday morning.

Messrs. Melhorn & Co., who act for the Norddeutscher Lloyd, experienced no great loss. The "Prinz Waldemar," an Australian liner, went ashore at Yauati, but got off after the storm abated and anchored at the back of Stonecutters Island. One of her propellers was damaged, and the extent of her other injuries is unknown. She will, however, go into dry dock on Saturday. The steam launch "Brema" went ashore at Blackhead's Point, but it is hoped to get her off this morning. She was slightly damaged by a junk. The "Davawong," a coasting steamer, was damaged by the German steamer "Johanne," which vessel was also responsible for some injuries to the "Chow Tai."

Messrs. Jardine, Matheson and Co. report that the "Fook Sang" dragged her moorings near the French mail and damaged her propeller. The "Ship Shing," which was also damaged, is going into dock, while the "Kat sang," which had a small hole knocked in her stern by the "Charles Hardouin," will also have to submit to repair. The China Sugar Company lost their steam launch "Eva."

The list of ships sunk includes the "San Cheung," "Apeirant," "Kwongchow," "Albatross," "Perseverance," "Kongnam," "Signal," and "Front."

THE TOAST OF THE EVENING OR AT ANY OTHER TIME SHOULD BE DRUNK ONLY IN

KODAKS AT HOME PRICES.

NO. 3 FOLDING POCKET KODAK (23-12-6d.) \$38.00

4 CARTRIDGE (25-15-0d.) \$60.00

LONG. HING & CO.

No. 17, QUEEN'S ROAD.

[35]

THE TOAST OF THE EVENING OR AT ANY OTHER TIME SHOULD BE DRUNK ONLY IN

MOET & CHANDON'S "DRY IMPERIAL."

PER CASE 12 BOTTLES \$55.00

24 BOTTLES \$57.00

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to THE MANAGER.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until demanded.

NEW ADVERTISEMENTS

WANTED.

IMMEDIATELY, a First-Class Godown.

JEBSEN & CO.

Hongkong, 20th September, 1906. [1752]

THE EASTERN EXTENSION, AUSTRALASIA & CHINA TELEGRAPH COMPANY, LIMITED.

REFFERRING to the Notice of 21st June last, Senders of Telegrams are hereby advised that from the 1st October next, charges for Telegrams will be subject to revision after three months to be collected at the rate of THIRTY-EIGHT CENTS to equal ONE FRANC.

A. B. SKOTTOWE,
Superintendent.

Hongkong, 20th September, 1906. [1753]

THE GREAT NORTHERN TELEGRAPH COMPANY, LIMITED.

HONGKONG STATION.

REFFERRING to the Notice of 20th December, 1902, and subsequent Notices, Senders of Telegrams are hereby advised that from 1st Oct Oct next, the currency equivalent of the Franc will, subject to revision after three months, be fixed at \$0.38, at which rate the charge for all Telegrams will be collected from the said date.

OLAF NIELSEN,
Superintendent.

Hongkong, 20th September, 1906. [1754]

NOTICE.

THE SALE of SUNDRY NAVAL, VICTUALS, OBSOLETE AND CONDEMNED STORES will take place TO-DAY and TO-MORROW (THURSDAY and FRIDAY), the 29th and 30th September, 1906, commencing each day at 10 A.M. sharp, instead of as previously advertised.

HUGHES & HOUGH,
Government Auctioneers.

Hongkong, 20th September, 1906. [1755]

PUBLIC AUCTION.

THE Undersigned received instructions to Sell by Public Auction.

On WEDNESDAY, the 26th September, 1906, at 11 A.M., at his SALE ROOM, Duddell Street,

THE WHOLE of the STOCK in TRADE, FURNITURE and FIXTURES, and the GOODWILL of Messrs. GREGORY & CO. (Wine and Spirit Merchants).

The Stock Comprising—
225 CASES CLARET, 50 CASES CHAMPAGNE, 50 CASES WHITE WINES, 55 CASES ASSORTED LIQUEURS, 55 CASES SHERRY, 45 CASES BRANDY, 40 CASES HOCK, 50 CASES BURGUNDY, 25 CASES GIN, 30 CASES SAUTERNE, 25 CASES WHISKY, 45 CASES BEER, 27 CASES VERMOUTH, 10 CASES RUM, etc., etc., etc.

For further Particulars, apply to the undersigned.

TERMS.—As Customer.

GEO. P. LAMMERT,
Auctioneer.

Hongkong, 20th September, 1906. [1756]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOOCHEW.
THE Company's Steamship

"HAIMUN."

Captain A. J. Robson, will be despatched for the above Ports TO-DAY, the 20th inst. at NOON, instead of as previously advertised.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & CO.,
General Managers.

Hongkong, 19th September, 1906. [1748]

DAMPFSCHEIFFERDEREI UNION ACTIEN-GESELLSCHAFT.

NOTICE TO CONSIGNEES

FROM NEW YORK.

THE Steamship

"VFRON."

having arrived from the above Port, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All damaged packages must be left in the Godowns, where they will be examined on MONDAY, the 24th September, at 9.30 A.M.

All Claims must reach us before the 30th September, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 24th September will be subject to rent.

CAELOWITZ & CO., Agents.

Hongkong, 17th September, 1906. [1749]

NOTICE TO CONSIGNEES

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"LIGHTNING."

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignee's risk and expense.

Cargo remaining on board after 1 p.m. of the 21st September, will be landed at Consignee's risk and expense into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from alongside, such Cargo impeding the discharge of the Vessel will be landed and stored at Consignee's risk and expense.

No Fire Insurance has been effected. Bills of Lading will be countersigned by the undersigned.

DAVID SASSOON & CO., LTD., Agents.

Hongkong, 19th September, 1906. [1750]

INTIMATIONS

THE FULL ACCOUNT OF THE TYPHOON

will appear in the HONGKONG WEEKLY PRESS.

Ready Early SATURDAY Morning in time for the English Mail.

Order early Price 30 cents each.

HONGKONG CRICKET CLUB.

THE ANNUAL GENERAL MEETING of the MEMBERS of the above Club will be held in the Pavilion on WEDNESDAY, the 26th instant, at 5.30 P.M.

By Order of the Committee.

A. R. LOWE,
Secretary and Treasurer.

Hongkong, 19th September, 1906. [1745]

HONGKONG CLUB.

NOTICE.

THE TENTH HALF-YEARLY DRAWING OF SIXTY-FIVE DEBENTURES of the HONGKONG CLUB, Payable on SATURDAY, the 29th September, 1906, will be held at the Hongkong Club House, at 11 o'clock A.M., TO-DAY, the 26th September, 1906.

Bearers of Debentures are invited to attend the Drawing.

By Order.

A. O'D. GOULDIN,
Acting Secretary.

Hongkong, 18th September, 1906. [1717]

HONGKONG CIVIL SERVICE CRICKET CLUB.

ANNUAL GENERAL MEETING.

THE ANNUAL GENERAL MEETING of the Club will be held at the Club Pavilion, Happy Valley, TO-MORROW (FRIDAY), 21st September, 1906, at 5.45 P.M., for the purpose of receiving the Report of the Committee, passing the Accounts and electing new Officers and Committee.

L. E. BRETT,
Hon Secretary.

Hongkong, 18th September, 1906. [1739]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

THE ORDINARY ANNUAL GENERAL MEETING of SHAREHOLDERS in the above Company will be held at the Company's Offices, on SATURDAY, the 29th September, at NOON, for the purpose of receiving the Report of the General Manager, together with a Statement of Accounts to 30th June, 1906.

THE TRANSFER BOOKS of the Company will be CLOSED from the 22nd to 29th September, both days inclusive.

DOUGLAS LAPRAIK & CO.,
General Managers.

Hongkong, 18th September, 1906. [1740]

CHEAP CLEARANCE SALE OF DRAPERY, &c.

DART LOONG'S

51 and 53, WELLINGTON ST.

FOR ONE MONTH ONLY.

FROM 15TH SEPTEMBER.

TO MAKE ROOM FOR NEW GOODS.

Hongkong, 17th September, 1906. [1734]

GOVERNMENT OF BRITISH NORTH BORNEO.

REVENUE FARMS FOR 1907, 1908 & 1909.

TENDESSES will be received by the SECRETARY to the Governor at Jesselton, on or before 26th October, 1906, for the following REVENUE FARMS for the year 1907, or for the three years 1907, 1908 and 1909.

OPUM FARM.

SPIRIT LICENSE FARM.

PAVN BROKING FARM.

CUSTOMS FARM.

GAMBLING RESTRICTION FARM.

For Particulars, apply to—

GIBB, LIVINGSTON & CO.,
Hongkong.

Hongkong, 31st July, 1906. [1495]

MITSU BISHI DOUKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK."

A. I. B.C. and Engineering Code Used NEW DOCK NOW OPEN.

DOCK No. 3.

Extreme Length... 722 feet.

Length on Blocks... 714 "

Width of Entrance on Top... 964 "

Width of Entrance on Bottom... 884 "

Water on Blocks at Spring Tide... 344 "

DOCK No. 2.

Extreme Length... 523 feet.

Length on Blocks... 513 "

Width of Entrance on Top... 88 "

Width of Entrance on Bottom... 7 "

Water on Blocks at Spring Tide... 22 "

BOARD AND RESIDENCE.

MRS. GILLANDERS

"GLENWOOD,"

27, CAINE ROAD.

Hongkong, 20th September 1906. [1751]

ON SALE

SUITED VOLUMES of the HONGKONG WEEKLY PRESS, January to June 1906. With INDEX. Price \$1.50.

On Sale at the HONGKONG DAILY PRESS Office.

Hongkong, 27th July, 1906.

INTIMATIONS

TENDERS.

TENDERS are invited for the SUPPLY to H.M. NAVAL YARD of the undermentioned TIMBER MATERIALS for One Year from 12th October, 1906, viz.—

TEAK

AMERICAN FIR

CAMPHOR WOOD

HARDWOODS

OREGON SPARS.

Form of Tender and information in regard to the Conditions of Contract, &c., can be obtained on application to the NAVA

OFFICER, H.M. NAVAL YARD.

To enable persons tendering to estimate what stock they

would be expected to keep, they will be provided,

if necessary, with a statement showing the

expenditure of the different descriptions of

Material during the Twelve Months ending

30th June last: A deposit of One Hundred

Dollars will be required with each Tender, but

this will be returned on the acceptance or

rejection of the same. The tenders, which

will be received till NOON on 28th inst., should

be sealed and addressed to the COMMIS

H.M. Naval Yard.

Hongkong, 20th March, 1906. [678]

TO LET

TO LET.

BANKS

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Returns may be obtained on application.

INTEREST on deposit is allowed at 3½ PER CENT. per annum.

Depositors may transfer at their option balances \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed or FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI RANKING CORPORATION.

H. E. R. HUNTER,
Acting Chief Manager.

Hongkong, 30th May, 1906.

THE BANK OF TAIWAN LIMITED
(INCORPORATED BY SPECIAL IMPERIAL CHARTER)

CAPITAL SUBSCRIBED Yen 5,000,000
CAPITAL PAID-UP 2,500,000

HEAD OFFICE: TAIPUH, FORMOSA.

BRANCHES AND AGENCIES:
Amoy Kobe Tainan
Nanking Nankin Tamsui
Fuchow Osaka Tokio Yokohama
Keeling Shanghai

HONGKONG OFFICE:
3, DES VIEUX ROAD.
Interest allowed on Current Account
Deposits received on terms which may be learned
on application.

D. TOINDEX, Manager.

Hongkong, 1st July, 1906.

THE CHARTERED BANK OF INDIA
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1855.

HEAD OFFICE—LONDON.

CAPITAL PAID-UP £800,000
RESERVE LIABILITY OF SHAREHOLDERS £800,000
RESERVE FUND £975,000

INTEREST allowed on Current Account at the rate of 2½ per cent on the Daily balance.

On Fixed Deposits for 12 months 4 per cent
" " " " 6 " " 5½ " " " "

T. P. COCHRANE,
Manager.

Hongkong, 10th May, 1906.

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL £1,500,000
SUBSCRIBED 1,125,000
PAID-UP 662,500
RESERVE FUND 135,000

INTEREST allowed on Current Accounts at the rate of 2½ per cent on the Daily balance.

On Fixed Deposits—
For 12 months 4 %
" 6 " 3½ "%
" 3 " 3 "%

E. O. KEMISTON,
Manager.

Hongkong, 26th March, 1906.

HONGKONG & SHANGHAI BANKING CORPORATION.

Paid-up Capital £10,000,000
Reserve Fund—
Sterling Reserve £10,000,000
Silver Reserve £10,250,000
£20,250,000

ENSEMBLE LIABILITY OF PROPRIETORS £10,000,000

COURT OF DIRECTORS.
A. HAUPT, Esq.—Chairman.
G. H. MEDDEUST, Esq.—Deputy Chairman.
G. Balloch, Esq.
E. Goetz, Esq.
Hon. Mr. W. J. Grooman.
C. R. Lewermann, Esq.
D. M. Ni-sim, Esq.

Chief Manager
Hongkong—J. R. M. SMITH

Acting Manager
Shanghai—W. ADAMS ORAM.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of Two per cent. per annum on the daily balance.

On FIXED DEPOSITS.
For 3 months, 2½ per cent per annum.
For 6 months, 3 per cent per annum.
For 12 months, 4 per cent per annum.

H. E. R. HUNTER,
Acting Chief Manager.

Hongkong, 17th September, 1906.

DEUTSCH-ASIATISCHE BANK.

CAPITAL FULLY PAID UP—Sh. Taels 7,500,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS, BEIJING.

BRANCHES:
Berlin, Calcutta, Hankow, Peking,
Tientsin, Tsinan, Tsingtau, Kobe,
Yokohama, Singapore.

Founded by the following Banks and

KORNBLICK'S STEHLANDUNG (PREUSSESCHE STAATSCHART) Berlin.

DIRECTION DES DISCONTO-GESELLSCHAFT.

DEUTSCHE BANK.

S. BLEICHRODER & CO. BERLINER HÄNDLER.

GESELLSCHAFT.

BANK FÜR HANDEL UND

INDUSTRIE.

ROBERT WAGENHAUER & CO.

MENDELSON & CO.

M. A. ROTHSCHILD &

SOHN.

JACOB S. H. SEERY.

NORDDEUTSCHE BANK IN HAMBURG.

SAL OPPENHEIM, J.E., & CO., KOHL.

BAVARISCHE HYPO-GENDE-WECHSEL-

BANK, MUNICH.

LONDON BANKERS:

MESRS. N. M. ROTHSCHILD & SON.

THE UNION OF LONDON AND SMITH'S

BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENCY

DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.

DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

HUGO SUTER,
Manager.

Hongkong 1st May, 1906.

BANKS

THE YOKOHAMA SPECIE BANK LIMITED.

ESTABLISHED 1880.

CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP 21,000,000
CAPITAL UNCALLED 3,000,000
RESERVE FUND 10,360,000
SPECIAL RESERVE FUND 1,000,000

HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENCIES:
Tokyo Kobe Nagasaki
Osaka Lyons New York
London Honolulu Newchow
San Francisco Tientsin Newchow
Shanghai Peking Mukden
Daiy Port Arthur Tieling

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LIMITED.
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent
per annum on the daily balance.

On fixed deposits for 12 months 5½ per cent
" " " " 6 " " 4½ " " " "

TAKEO TAKAMICHI,
Manager.

Hongkong, 27th March, 1906.

INTERNATIONAL BANKING CORPORATION.

Fiscal Agents of the United States in China
the Philippine Islands and the
Republic of Panama.

CAPITAL AND SURPLUS
AUTORISED £100,000,000
CAPITAL PAID UP £32,500,000
RESERVE FUND £32,500,000

HEAD OFFICE: New York.

LONDON OFFICE: Threadneedle House, E.C.
Branches and Agents all over the World.

LONDON BANKERS.

NATIONAL PROVINCIAL BANK OF ENGLAND
LIMITED.

UNION OF LONDON AND SMITH'S BANK
LIMITED.

BRITISH LINEN COMPANY BANK.

The Corporation transacts every description
of Banking and Exchange business receives
money in Current Account and accepts Fixed
Deposits at the following rates—

For 12 months 4½ per cent per annum.

For 6 " " 3½ " " "

For 3 " " 3 "%

H. PINCKNEY,
Manager.

Hongkong, 29th September, 1906.

INTEREST allowed on Current Accounts at
the rate of 2½ per cent on the Daily balance.

On FIXED DEPOSITS—

For 12 months 4 %

" 6 " 3½ "%

" 3 " 3 "%

E. O. KEMISTON,
Manager.

Hongkong, 26th March, 1906.

NEDERLANDSCHE HANDEL MAATSCHAPPIJ (NETHERLAND TRADING SOCIETY).

ESTABLISHED 1824.

PAID UP CAPITAL FL. 45,000,000 (£3,750,000).

RESERVE FUND FL. 5,000,000 (£417,000).

HEAD OFFICE IN AMSTERDAM.

HEAD-AGENCY: BATAVIA.

Branches:—Singapore, Penang, Shanghai,

Rangoon, Samarang, Sourabaya, Cebu, Tjilatjap,

Tegal, Pecalongan, Pasuruan, Tjihajap, Kedah,

Padang, Medan (Delhi), Palembang, Kola-

Raja (Acheen), Teluk-Sumatra, (Acheen),

Baudjernas.

Correspondents at Macassar, Bombay,

Colombo, Madras, Pondicherry, Calcutta,

Bangkok, Saigon, Haiphong, Hanoi, Amoy,

Kowloon, Kobe, Melbourne, Sydney, New

York, San Francisco, &c., &c.

LONDON BANKERS:

THE UNION OF LONDON AND SMITH'S BANK
LIMITED.

The Bank buys and sells and receives for

collection Bills of Exchange, issues letters of

credit or its Branches and Correspondents in

the East, on the Continent, and in Great

Britain, America, and Australia, and transacts

Banking Business of every description.

INTEREST ALLOWED.

On Current Accounts 2% per annum on daily

balances.

For 12 months 12 months 4½ per cent per annum.

For 6 months, 2½ per cent per annum.

For 12 months, 4 per cent per annum.

H. E. R. HUNTER,
Acting Chief Manager.

Hongkong, 17th September, 1906.

THE DEUTSCH-ASIATISCHE BANK.

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS, BEIJING.

BRANCHES:
Berlin, Calcutta, Hankow, Peking,
Tientsin, Tsinan, Tsingtau, Kobe,
Yokohama, Singapore.

Founded by the following Banks and

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DIRECTION DES DISCONTO-GESELLSCHAFT.

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GESELLSCHAFT.

BANK FÜR HANDEL UND

INDUSTRIE.

ROBERT WAGENHAUER & CO.

MENDELSON & CO.

M. A. ROTHSCHILD &

SOHN.

JACOB S. H. SEERY.

NORDDEUTSCHE BANK IN HAMBURG.

S

SHIPPING.

ARRIVALS.

CHENGTU, British str., 2,260, W. B. Brown
19th Sept.—Melbourne 18th Aug., General
Butterfield & Swire.
JAPAN—DUDERICHSEN, German str., 623, D.
Heck, 18th Sept.—Hafuung 11th Sept., General
Keho 13th and Hoikow 17th, General.—
Johnson & Co.
KIRIAK, Russian str., 1,200, Johnson, 18th
Sept.—Moji 12th Sept., Ballast—Molchers
& Co.
KOWLOON, German str., 1,187, H. Stehr 18th
Sept.—Shantung 10th Sept., Sugar
Siemssen & Co.
KWEICHOU, British str., 1,215, G. Hooker, 18th
Sept.—Tientsin 19th Sept., Chofoo 11th
and Swatow 17th, General—Butterfield &
Swire.
KWANTUNG, Chinese str., 1,536, W. H. Lunt,
18th Sept.—Shanghai 15th Sept., General
—C. M. S. N. Co.
KWANGSIANG, British str., 1,128, W. P. Baker,
19th Sept.—Shanghai 15th September and
Swatow 18th, General—Jardine, Matheson
& Co.
LAIKHENG, British str., 2,122, J. G. Spencer,
19th Sept.—Calcutta via Straits 2nd Sept.,
General—David Sasson & Co.
NOKHE, German cruiser, Capt. Witschel, 18th
Sept.—from Singapore.
SAIGON MARU, Japanese str., 6,227, Goto, Ander-
son, 18th Sept.—Yokohama and Shanghai
15th September, General Nippon Yusen
Kaisha.
SCANDIA, German str., 3,335, W. von Dohren,
18th Sept.—Shanghai 15th Sept., General
Hamburg & Swire.
SEIREI MOSHOA, British str., 2,263, Hanisch
18th Sept.—Prodromo 9th Sept., Sugar
Butterfield & Swire.
SINICUS MARU, Japanese str., 3,410, B. Hama-
saki, 17th Sept.—Moji 14th Sept., Coal
and General—Japanese.
SHAOHUNG, British str., 19th Sept., from
Canton.
W.H. GORMAN, str., 2,290, H. Carstens, 19th
Sept.—Moji 12th Sept., Coal—Johnson & Co.

CLEARANCES.

AFTER HARBOUR MASTER'S OFFICE
Sept. 19th.
Cheung, British str., for Shanghai
Safo Maru, Japanese str., for Singapore

DEPARTURES.

Sept. 19th.
APPRAISE, German str., for Hoikow.
BONERO, German str., for Sandakan.
BRAND, Norwegian str., for Sourabaya.
HELVETIA, German str., for Hamburg.
MASAN MARU, Japanese str., for Tamsui.
MONROE, British str., for New York.
PELEUS, British str., for Liverpool.
POLYSENSEN, French str., for Europe.
POONA, British str., for Shanghai.
TAIWING, British str., for Manila.
THOMAS, Norwegian str., for Saigon.

SHIPPING REPORTS.

The Chinese str. *Kuangtak* reports: Sept.
18th strong gale with heavy easterly sea.
Picked up 15 persons of various nationalities fishing
boats.

The British str. *Chingto* reports: Experi-
enced moderate weather and smooth sea
throughout.

The Japanese str. *Sussex Maru* reports
fine weather, moderate sea and light breeze
from various directions and fresh breeze from
N.E.

VESSELS IN DOCK.

Sept. 19th.

ABERDEEN DOCKS.—Telegrams:
KOWLOON DOCK—*Changsha*, Empress of
Japan, *Hao Seta*, *Sorong*, *Wadrich*, *Vig-
tante*, *Mausang*, *Kronstadt*, *Ch. Haydouin*, *Soll
berg*, *H.M.S. Moorish*, *Strathmore*,
COSMOPOLITAN DOCKS—*Radaoushire*.

VESSELS ON THE BERTH
BRICKLEBANK LINE TO THE
FAR EAST.

STEAM TO SINGAPORE AND
CALCUTTA.

THE British Steamship
“PINDAI”

Captain Tomlinson, will be despatched for the
above Ports to MOJI/WO/W. the 21st inst., P.M.
For Freight, apply to
SANDER, WIELER & Co.,
Agents.

Hongkong, 17th September, 1906. [1735]
THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AU-
STRALIA, INDIA, ADEN, EGYPT,
MEDITERRANEAN PORTS.
PLYMOUTH AND LONDON
THROUGH BILLS OF LADING ISSUED FOR
BATAVIA, PERSIAN GULF, CONTINENTAL,
AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship
“DEVANHA.”

Captain T. H. Hide, R.N.R., carrying His
Majesty's Mail, will be despatched from this Port
on SATURDAY, the 22nd September, at NOON,
taking passengers and cargo for the
above ports in connection with the Company's
s.s. *China*, 7,912 tons, from Ceylon.
Passenger's accommodation in which vessel is
secured before departure from Hongkong.

Silk and Valuables, all cargo for France, and
Tea for London (under arrangement) will be
transhipped at Colombo into the mail steamer
proceeding direct to Marseilles and London
other cargo for London, etc., will be conveyed
from Bombay by the R.M.S. *Arabia*, due
in London on 3rd November.

Parcels will be received at this Office until
4 p.m. the day before sailing. The contents
and value of all packages are required.

For further particulars, apply to
E. A. HEWETT,
Superintendent.

Hongkong, 10th September, 1906. [1736]

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

FOR SALINA CRUZ, CALLAO AND
IQUITQUE, VIA JAPAN PORTS.

Regular Steamship Service between Hongkong
CALLAO and IQUITQUE via JAPAN PORTS.

Steamers Tons To Sail.

KASATO MARU 6,000

Taking Freight and Passengers to other
Western Coast Ports of South America.

The above Steamers have splendid Accom-
modation and are fitted throughout with
Electric Light. A duly qualified Surgeon is
carried on each boat.

For further information, apply to

K. MATSUDA,
Manager,

York Building,
Hongkong, 22nd August, 1906. [1766]

DESTINATIONS.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked “*k*,” nearest Hongkong “*h*,” midway between Hongkong and Kowloon “*m*,” and those vessels berthed at the Kowloon Wharf “*w*,” together with the number denoting the section
SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & RIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON VIA USUAL PORTS OF CALL	DEVANHA	Brit. str.	1 m.	T. H. Hide, R.N.R.	P. & O. S. N. Co.	On 22nd inst., at Noon.
LONDON, AMSTERDAM & ANTWERP	CYCLOPS	Brit. str.	—	W. R. Hicky	BUTTERFIELD & SWIRE	On 25th inst.
MARSEILLE, LONDON & ANTWERP, &c.	SOCOTRA	Brit. str.	—	F. Aillaud	P. & O. S. N. Co.	About 27th inst.
MARSEILLE, &c., VIA PORTS OF CALL	SALAZIR	Fren.str.	—	Grosch	MESSAGERS MARITIMES	On 2nd Oct., at 1 P.M.
BREMEN, VIA PORTS OF CALL	PRINZ HEINRICH	Ger. str.	—	Peter	MELCHERS & CO.	On 26th inst., at Noon.
HAVRE & HAMBURG VIA STRAITS, &c.	SENEGAMIA	Ger. str.	—	v. Knaisel	HAMBURG-AMERIKA LINIE	On 2nd Oct.
HAVRE, BREMEN & HAMBURG VIA STRAITS, &c.	KINTUCK	Brit. str.	1 m.	v. Döhren	HAMBURG-AMERIKA LINIE	On 10th Oct.
HAVRE, ROTTERDAM & LIVERPOOL	TRANQUEBAR	Dan. str.	—	F. Filler	BUTTERFIELD & SWIRE	On 30th inst.
COPENHAGEN, SCANDINAVIAN, &c., BALTIQUE PORTS	SCANDIA	Ger. str.	—	Kier	MELCHERS & CO.	Ahead 18th inst.
NAPLES, HAVRE & ANTWERP & HAMBURG	SILESSIA	Aus. str.	—	v. Döhren	HAMBURG-AMERIKA LINIE	To-day.
HAMBURG	LIBERIA	Rus. str.	—	Filler	HAMBURG-AMERIKA LINIE	On 30th Oct.
TRISTE, &c., VIA SINGAPORE, &c.	KITAL	Rus. str.	—	Stabilo	SANDER, WIELER & CO.	On 27th inst.
ODDESSA	ERROLL	Brit. str.	—	Kier	HAMBURG-AMERIKA LINIE	On 26th inst.
NEW YORK VIA PORTS & SUEZ CANAL	—	—	—	—	MELCHERS & CO.	Quick despatch.
NEW YORK VIA PORTS & SUEZ CANAL	—	—	—	—	DODWELL & CO., LTD.	About 9th Oct.
VANCOUVER VIA SHANGHAI JAPAN, &c.	—	—	—	—	SHEWAN, TOME & CO.	On 27th inst., at 4 P.M.
VANCOUVER VIA SHANGHAI JAPAN, &c.	—	—	—	—	CANADIAN PACIFIC R. CO.	On 3rd Oct., at Noon.
VICTORIA (B.C.) SEATTLE, &c., VIA JAPAN	—	—	—	—	CANADIAN PACIFIC R. CO.	On 29th inst.
VICTORIA (B.C.) & TACOMA VIA JAPAN	PLEIADES	Am. str.	—	—	BUTTERFIELD & SWIRE	To-morrow.
SALINA CRUZ, CALLAO & IQUITQUE VIA JAPAN PORTS	—	—	—	—	DODWELL & CO., LTD.	Quick despatch.
AUSTRALIAN PORTS VIA MANILA	—	—	—	—	SHEWAN, TOME & CO.	On 29th inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	—	—	—	—	CANADIAN PACIFIC R. CO.	On 20th inst.
AUSTRALIAN PORTS VIA MANILA	—	—	—	—	CANADIAN PACIFIC R. CO.	Beginning of Oct.
NAGASAKI VIA VLADIVOSTOK	—	—	—	—	—	On 23rd inst.
YOKOHAMA & KOBE	KASATO MARU	Jan. str.	—	—	—	About 10th Oct.
YOKOHAMA, KOBE, MOJI & VLADIVOSTOK	—	—	—	—	JARDINE, MATHESON & CO.	On 23rd inst., Daylight.
JAPAN VIA SHANGHAI	—	—	—	—	—	Quick despatch.
TIENTSIN VIA SWATOW & CHEFOO	—	—	—	—	—	To-day.
SHANGHAI & CHINKIANG	—	—	—	—	—	On 24th inst., at 1 P.M.
SHANGHAI VIA SWATOW	—	—	—	—	—	On 25th inst.
SHANGHAI	—	—	—	—	—	On 26th inst.
SHANGHAI, TIAO, NYAKI, KOBE & YOKOHAMA	—	—	—	—	—	On 27th inst.
SHANGHAI, KOBE & YOKOHAMA	—	—	—	—	—	On 28th inst.
SHANGHAI, YOKOHAMA & KOBE	—	—	—	—	—	On 29th inst.
TAMSUI VIA SWATOW & AMOY	—	—	—	—	—	On 30th inst.
SWATOW, AMOY & FOOCHOW	—	—	—	—	—	On 31st inst.
MANILA	—	—	—	—	—	To-day.
MANILA	—	—	—	—	—	On 2nd Oct.
MANILA	—	—	—	—	—	On 3rd Oct.
SANDAKAN	—	—	—	—	—	On 4th Oct.
SINGAPORE & CALCUTTA	—	—	—	—	—	On 5th Oct.
SINGAPORE, PENANG & CALCUTTA	—	—	—	—	—	On 6th Oct.
SINGAPORE, PENANG & CALCUTTA	—	—	—	—	—	On 7th Oct.
KUTSANG	—	—	—	—	—	On 8th Oct.
KUTSANG	—	—	—	—	—	On 9th Oct.
KUTSANG	—	—	—	—	—	On 10th Oct.
KUTSANG	—	—	—	—	—	On 11th Oct.
KUTSANG	—	—	—	—	—	On 12th Oct.
KUTSANG	—	—	—	—	—	On 13th Oct.
KUTSANG	—	—	—	—	—	On 14th Oct.
KUTSANG	—	—	—	—	—	On 15th Oct.
KUTSANG	—	—	—	—	—	On 16th Oct.
KUTSANG	—	—	—	—	—	On 17th Oct.
KUTSANG	—	—	—	—	—	On 18th Oct.
KUTSANG	—	—	—	—	—	On 19th Oct.
KUTSANG	—	—	—	—	—	On 20th Oct.
KUTSANG	—	—	—	—	—	On 21st Oct.
KUTSANG	—	—	—	—	—	On 22nd Oct.
KUTSANG	—	—	—	—	—	On 23rd Oct.
KUTSANG	—	—	—	—	—	On 24th Oct.
KUTSANG	—	—	—	—	—	On 25th Oct.
KUTSANG	—	—	—	—	—	On 26th Oct.
KUTSANG	—	—	—			

OCEAN STEAMSHIP COMPANY, LTD.
AND
CHINA MUTUAL STEAM
NAVIGATION CO., LTD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.

MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SOUTHEAST ASIAN PORTS.

EUROPEAN SERVICE.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"MENELAUS"	On 27th September.
GLASGOW and LIVERPOOL	"NINGCHOW"	On 27th September.
HOMEWARDS.		
FOR LONDON, AMSTERDAM and ANTWERP	"CYCLOPS"	On 25th September.
+ HAVRE, ROTTERDAM and LIVERPOOL	"KINTUCK"	On 30th September.
		* Taking cargo for Liverpool at London rates.

TRANS-PACIFIC SERVICE.

Operating in conjunction with

THE NORTHERN PACIFIC RAILWAY CO.
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND
COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.

EASTWARD.

FROM	STEAMERS	DUE
VICTORIA, SEATTLE, TACOMA, & al. PACIFIC COAST PORTS	"NINGCHOW"	On 29th September.
NAGASAKI, KOBE and YOKO HAMA		

WESTWARD.

FROM	STEAMERS	DUE
PACOMA, SEATTLE, VICTORIA and PACIFIC COAST		

For Freight, apply to—

BUTTERFIELD & SWIRE,
AGENTS. [9-10]

CHINA NAVIGATION CO.
LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"SHAOSHING"	On 20th September.
TIENTSIN	"LIANGCHOW"	On 21st September.
YOKOHAMA and KOBE	"CHINGTU"	On 22nd September.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, * "CHANGSHA"		On 28th September.
TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE		

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

* Taking cargo on through bills of lading to all Yangtze and Northern China Ports.

* Taking cargo and passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 15th September, 1906. [11]

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
TAMSUI via SWATOW AND AMOT	"JOSHIN MARU" H. OHTA	SUNDAY, 23rd Sept. at 10 A.M.

* These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidships. Unrivalled Table.

* Taking cargo on through bills of lading to all Yangtze and Northern China Ports.

* Freight, Passage, and further information, apply at the Company's local Branch Office, at Second Floor, No. 1, Queen's Buildings.

Hongkong, 19th September, 1906. T. ARIMA, Manager. [14]

CANADIAN PACIFIC RAILWAY
COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER 11 DAYS ACROSS THE PACIFIC IN THE "EMPERESS LINE," SAVING 5 TO 10 DAYS' OCEAN TRAVEL.
11 DAYS YOKOHAMA to VANCOUVER.
18 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS (Subject to Alteration).
TOMS LEAVE HONGKONG ARRIVE VANCOUVER
"EMPERESS OF JAPAN" 6,900 " THURSDAY, 27th Sept. 15th Oct.
"MONTEAGLE" 6,163 " WEDNESDAY, 3rd Oct. 27th Oct.
"EMPERESS OF CHINA" 6,000 " THURSDAY, 25th Oct. 12th Nov.
"TARTAR" 4,425 " WEDNESDAY, 31st Oct. 24th Nov.
"EMPERESS OF INDIA" 6,000 " WEDNESDAY, 14th Nov. 5th Dec.
"ATHENIAN" 3,882 " WEDNESDAY, 28th Nov. 22nd Dec.

"EMPERESS" Steamers will depart from HONGKONG at 4 p.m.
Intermediate Steamers at 12 noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at Quebec with the Company's NEW PALATIAL "EMPERESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 9½ days from YOKOHAMA and 2½ days from HONGKONG.

Hongkong to London, 1st Class, via St. Lawrence £60; via New York £62.

Intermediate on Steamers £40, " 42.

R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry Intermediate passengers only, at Intermediate rates, affording superior accommodation for that class.

Passages booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, Acting General Agent,
Corner Pedder Street and Praya, opposite Blake Pier.

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL REMARKS.

LONDON VIA USUAL PORTS	DEVANHA	Noon, 22nd	See Special OF CALL	Capt. T. H. Hide, R.N.R.	September	Advertisement.

MARSEILLE, LONDON and ANTWERP via SINGAPORE	SOCOTRA	About 27th	September	Freight only.

For further Particulars, apply to E. A. HEWETT,
Superintendent.

Hongkong, 15th September, 1906. [14]

SHIPPING IN PORT.

STEAMERS.

ANDREE RICKMERS, German str., 1,920, W. Taubert, 18th Sept.—Bangkok 11th Sept., General—Butterfield & Swire.

BORNEO, German str., 1,544, F. Sembl, 10th September—Sanakan 5th Sept., Timber—Melchior & Co.

CHIASHA, British str., 1,483, T. Moore, 10th Sept.—Melbourne via ports 31st July, General—Butterfield & Swire.

CHIASHA, British str., 1,199, G. S. Weigall, 14th September—Chefoo 7th September, General—Jardine, Matheson & Co.

CHOWTAI, German str., 1,151, W. Molermann, 15th Sept.—Bangkok 9th Sept., Gunvald—Butterfield & Swire.

CHOYANO, British str., 1,424, A. E. Sandbach, 14th Sept.—Shanghai via Swatow 9th Sept., General—Jardine, Matheson & Co.

COPRI, British str., 2,744, W. Finch, 20th July—San Francisco 27th June, Mails and General—O. & S. N. Co.

DEWENT, British str., 1,065, J. Jenkins, 17th Sept.—Saigon 13th Sept., General and Rio—China.

DEVANON, German str., 1,262, T. V. Bruhn, 15th Sept.—Bangkok 27th Aug. and Hoikow 3rd Sept., Rice and General Norddeutsche Lloyd.

EMMA LUKKEN, German str., 1,152, G. Command 15th July—Mauritius 22nd May, Sugar—Chines.

EMPEROR OF JAPAN, British str., 3,631, H. Pybus, 10th Sept.—Vancouver 13th Aug., Mails and General—C. P. R. Co.

FOOKHANO, British str., 1,987, W. E. Sawyer, 10th Sept.—Calcutta 26th Aug., Coal—Jardine, Matheson & Co.

HAIMUN, British str., 638, A. J. Robson, 16th Sept.—Foochow 13th Sept., Amoy 14th and Swatow 15th, General—Douglas Lapraik & Co.

HALVARD, Norwegian str., 1,070, Carl Andersson, 10th Sept.—Samara 1st September, Sugar—Agaard Thorsen & Co.

HILARY, German str., 2,276, H. Uecker, 5th Sept.—Surabaya 2nd August, Sugar—Saunders, Weller & Co.

HONGKONG, French str., 730, A. Suzzoni, 18th Sept.—Haiphong and Hoikow 17th Sept., General—A. R. Marly.

HOSSANO, British str., 1,350, Jas. M. Hay, 15th Sept.—Somay 1st Sept., Sugar—Jardine, Matheson & Co.

HUE, French str., 705, Panier, 9th Sept.—Haiphong and Kwangchauwan 8th Sept., General—A. R. Marly.

JOHANN, German str., 952, Ipland, 15th Sept.—Swatow 14th Sept., General & Co.

KALCHUR, British str., 2,154, Walker, 2nd Aug.—Newcastle 12th July, Coal—Arnold, Karberg & Co.

KANMU MARU, Japanese str., 1,041, K. Hashimoto, 14th Sept.—Swatow 13th Sept., General—Nippon Yusen Kaisha.

KEONGWA, German str., 1,115, Kohler, 10th Sept.—Bangkok 3rd Sept., Rice—Butterfield & Swire.

KUTSANG, British str., 3,110, Bradley, 13th Sept.—Singapore 7th Sept., General—Jardine, Matheson & Co.

KWANGLIE, Chinese str., 1,468, R. Lincoln, 12th Sept.—Shanghai 1st Sept., General—Chinese.

LIANGCHOW, British str., 1,214, H. Harder, 14th Sept.—Chefoo and Newchwang 9th Sept., General—Butterfield & Swire.

LONGKANG, British str., 1,092, A. G. Smith, 17th Sept.—Manila 14th Sept., General—Jardine, Matheson & Co.

MANSANG, British str., 1,634, R. Houghton, 4th Sept.—Sandakan 25th Aug., Timber and General—Jardine, Matheson & Co.

MONTEAGLE, British str., 3,953, S. Robinson, 14th Sept.—Vancouver 10th Aug., Flour, Lead and General—P. R. Co.

NANCHANG, British str., 1,120, J. Warrack, 13th Sept.—Shanghai 7th Sept., General—Butterfield & Swire.

NEIL MACLEOD, Amer. str., 302, E. Corral, 19th June—Manila 16th June—Barrett & Co.

NORDEN, Norwegian str., 1,197, W. Wilhelmsson, 14th September—Probolinggo 3rd Sept., Singapore—Ostend.

PELIZADE, American str., 3,753, F. G. Purrington, 10th September—Kota 10th Sept., Hemp—Doddwell & Co., Ltd.

POWATAN, British str., 1,040, W. F. Turner, 16th Sept.—Samara 31st Aug., Sugar—Doddwell & Co.

PRINZ WALDEMAR, German str., 1,736, C. Woltemas, 18th Sept.—Kota 12th Sept., General—Melchers & Co.

QUINTA, German str., 987, F. Frahm, 9th Sept.—Surabaya 1st September, Sugar—Siemens & Co.

RADUNSHORE, British str., 1,820, Haffner, 17th Sept.—Shanghai 14th Sept., General—Shewan, Tomes & Co.

RAJAH, German ste

